



By Howard Fisk.

PROBABLY the greatest match race ever scheduled in the history of the automobile either in America or Europe will occur Tuesday, when Barney Oldfield and his 200-horsepower Benz and Ralph De Palma, and his 200-horsepower Fiat, will meet in a three-lap match race over the Daytona Beach course, for a purse of \$5,000. Both of the cars are figured to possess sufficient speed to go faster than two miles a minute, and it seems assured that all world's records up to five miles will be broken by the winner of the big event.

For the past three months a series of contests between these great cars has been the chief topic among the automobile racing enthusiasts of the east. The cars are the product of the two great rival factories of Europe and represent the supreme effort of the racing car designer's art. They were built for the two mighty rival drivers of Europe, Hemmery, the intrepid, and Nazario, the daring and skillful. They were raced over the three-million-dollar speedway at Brooklands, Eng., Hemmery driving his car at the rate of seven miles an hour faster than was attained by Nazario, the sole heir of great wealth. The Benz was bought for \$14,000 by Barney Oldfield, champion track driver, with money earned through being successful in the most dangerous and hazardous of all sports. The purchase price probably meant nothing to Oldfield. To Oldfield each of the dollars he paid for the Benz represented physical suffering and hospital stays. Oldfield himself is to drive the car which, he says, he would not sell for \$100,000.

Then the cars were sent to America, the Fiat being bought by E. W. C. Arnold, a youthful millionaire of New York, the sole heir of great wealth. The Benz was bought for \$14,000 by Barney Oldfield, champion track driver, with money earned through being successful in the most dangerous and hazardous of all sports. The purchase price probably meant nothing to Oldfield. To Oldfield each of the dollars he paid for the Benz represented physical suffering and hospital stays. Oldfield himself is to drive the car which, he says, he would not sell for \$100,000.

That the contest will develop into the most grueling and chance-taking battle in the history of automobile racing, there is little doubt. The heats will be at distances of one, two and five miles. The regular program of events for the Daytona meet will be run March 22, 23 and 24 as originally intended, only the Oldfield-De Palma match being advanced to the 15th to enable Mr. Arnold to ship his cars to California by freight instead of express, thereby effecting a great saving.

The eighth annual Daytona Beach speed carnival, under the auspices of the Florida East Coast Automobile Association, will be held on March 22, 23 and 24, and will include a one-mile, against time for the world's straightaway championship, two cars qualifying being required to cover five miles at an average speed of thirty-one seconds to the mile. The prize is a handsome trophy donated by the Daytona

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American Simplex THE WILSON CO., 1333 14th st. n.w. Phone N. 3144.

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Mora JOHN J. FISHER, 1215 U st. n.w. Tel. N. 687.

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Rauch & Lang Electric MOTOR CAR CO., 1315 New York ave. n.w. Tel. N. 2488.

Regal THE WILSON CO., 1333 14th st. n.w. Tel. N. 3144.

Reo L. D. MOORE, JR., 829 14th st. n.w. Tel. Main 6890.

Reliance Truck THE WILSON CO., 1333 14th st. n.w. Phone N. 3144.

Rochester Marine ENGINE, THE WILSON CO., 1333 14th st. n.w. Tel. N. 3144.

Speedwell NEWBOLD-SPEEDWELL CO., 14th st. n.w. Tel. N. 2122.

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Waverly Electric POPE AUTO CO., 817-19 14th st. n.w. Tel. N. 748.

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Wood's Electric THE WILSON CO., 1333 14th st. n.w. Tel. N. 3144.

discussed among various automobile club members, and when the Automobile Club of America made the move to organize a national touring bureau many of the other clubs throughout the country at once showed a willingness to co-operate. Through its own efforts and the efforts of these affiliating clubs the Automobile Club of America has prepared and has nearly ready for distribution a compilation of all the touring routes in all of the states in the Union. It also has enlarged its department of foreign touring. Members may now find out at the Automobile Club of America everything they wish to know about a foreign trip before sailing for the other side.

T. B. Spence enjoyed a short trip last week to Manassas, Va., as the guest of A. B. Dullin, a prominent motorist of this city.

Royce Hough, who has been confined to his bed for several weeks past with an acute attack of pneumonia, is rapidly regaining his health, and expects to be about again within the next two weeks.

H. H. Miller of the Peerless Motor Car Company is spending a few days in the city.

A special event will be the 300 miles free-for-all, for which a \$5,000 trophy has been donated by the "W. B." Corset Company, and is probably the handsomest prize ever offered for in this country. It is known as the "W. B." trophy, and is to be raced for annually until won the second time by the same make car. In the 300-mile special event it is quite likely that Barney Oldfield will be seen at the wheel of his big Benz racer, and also De Palma in his Fiat racer. The longest run on the Virginia coast, the beach was at a distance of 300 miles, and the officials are hopeful that all records for the one-mile mark of 28 1/2 seconds, set by Nazario, will be broken at the coming meet.

A deal of unusual importance was announced a few days ago from Detroit, the automobile center of this country, to the effect that the E-M-F Company holdings had been transferred to J. Pierpont Morgan & Company of New York. It is also stated that the property will ultimately be capitalized at from \$30,000,000 to \$50,000,000.

The spectacle of the President of the United States motoring to the Capitol and "picking up" the Speaker of the House of Representatives was witnessed last Tuesday afternoon when President Taft and Uncle "Joe" Cannon spent the afternoon "joy riding." Both are enthusiastic motorists, each being provided by the federal government with machines of the latest approved type. Both discarded the cars of their respective offices and took advantage of the delightful spring weather, which was a strong contrast to a year ago when the president visited the Capitol to be sworn in.

Lieuts. W. T. Conn and C. T. Wade, U. S. N., have purchased E-M-F "30" touring cars with full equipment. The cars have a seating capacity of five passengers.

The Auto Livery Company has placed an order for a shipment of Alco taxicabs for use in this city. The cabs will be similar to those now in service in several of the large eastern cities.

Elsie Janis, the actress, has purchased a 1910 American Simplex touring car of the latest design. The car is handsome, fitted up and is attracting considerable attention. Miss Janis expects to spend her leisure moments touring during the coming summer, and as she is an ardent motorist, will undoubtedly enjoy her outing. Miss Janis started here a few years ago in a Vanderbilt Cup, which was one of the greatest plays since the production of the car. The car is a six cylinder and is the last of a series of cars which she has started to finish and scored a hit all over the country. The car is close coupled and of the two cycle type.

R. T. Ritter of Winchester, Va., left this city Thursday morning in a Reo runabout for his home, stopping en route at Rockville, Frederick and Harpers Ferry.

A 1910 Hupmobile was shipped to the Motor Company of Taboro, N. C., the order having been placed through the local agent.

A four-passenger delivery electric coupe was delivered during the past week to Admiral Van Rye of this city. The car is a model 75, finished in blue, the interior being handsomely finished in the same color.

Many reports received during the past week by Charles Thaddeus Terry, chairman of the legislative board of the American Automobile Association, indicate that energetic work is being carried on by scores of clubs throughout the country toward impressing members of the committee on interstate and foreign commerce, which has charge of the federal registration automobile bill, as well as their respective congressmen, with the fact that the motorist is a patriotic citizen who desires to see the bill reported out of the committee and brought before Congress for definite action. In Chicago and in other cities throughout the United States a vigorous campaign for the bill has been started. Peter A. Meixell of the Wilkes-Barre club, Pennsylvania, writes that his club of several hundred members has made a strong appeal to the congressmen from that part of the state to take active steps toward obtaining a favorable report on the bill.

A number of clubs in New York state are pushing the matter actively through communications from the clubs and by individual members to their representatives in Congress. Representative William M. Calder of Brooklyn, N. Y., in answer to scores of these requests, has encouraged reply that he will do everything he can to secure favorable action on the bill.

When a bolt is to be removed from a machine, avoid using a hammer directly on the bolt unless absolutely necessary. Hand pounding will invariably ruin the bolts for further use, necessitating a replacement at not only additional expense—which in itself is no great item—but often resulting in vexatious delays and no end of trouble.

When the 1910 automobile touring season opens the interstate tourist will find himself much better provided for as to reliable road information than ever before. The bureau of tours of the Automobile Club of America, of which Gen. George Moore Smith is chairman, has been engaged during the past winter in an enlargement of the scope of the work of the touring bureau to cover every state in the Union. The Automobile Club of America has also perfected a plan by which a motorist can join the automobile club as a "tourist member" and enjoy all the advantages of the bureau of tours at a yearly membership fee of \$10. The motorist can thus obtain for a nominal sum all the touring information, route cards, maps and guides he desires, and under the new arrangement which the Automobile Club of America has made with many of the larger automobile clubs of the country the tourist member enjoys the privilege of a chain of automobile clubs, where he can stop on his travels and receive detailed local touring information and the temporary privileges of each of the clubs.

For several years such a scheme for taking care of the motor tourist has been

past week on a visit to the National Capital.

Some motorists who have tried the introduction of graphite into lubricating oil find that it works satisfactorily. If this is tried the proportions should be a teaspoonful to a pint of oil. Those who have tried it say that it builds up irregularities on bearing and wearing surfaces of pistons, rings and cylinders, resulting in better cylinder lubrication.

Roy Dent of the local branch of the Goodyear Tire and Rubber Company left last Tuesday on a ten-day trip through North Carolina.

Forty state associations, including with their affiliated clubs a total membership of over 40,000 members, is the aim that President Lewis R. Spence and his associate officers of the American Automobile Association have set out to attain during the present year. Judging from the activity already apparent in many of the largest clubs in the country in addition to the growing tendency in many states to form automobile associations, it would

be no surprise if the goal reached long before the close of the year.

As an indication that this hoped for result is based upon practical endeavors comes the announcement that at the monthly meeting of the executive committee of the American Automobile Association, held in Boston last Tuesday, the Florida State Automobile Association, with eight federated clubs, was elected to membership. This makes the thirty-fourth state body now affiliated with the national organization. At the same time the Savannah Automobile Club was elected, and this club completes the requisite number in Georgia for the formation of a state association, and plans for a state automobile association in Georgia are now under way.

From the reports which have been received by Secretary Frederick H. Elliott at national headquarters in New York during the past few weeks from various parts of the country, the fact is clearly revealed that a decided movement is underway toward the federation of automobile club interests in many states in the far west, and in the south, into state organizations. Before the next meeting of the executive committee there is every evidence that the application of the Oregon State Automobile Association will be received. This will, in all probability, be followed by the state of Georgia, while other states where the movement is reaching definite action are: North Carolina, South Carolina and Tennessee. Indeed, before the close of the year it will not be at all surprising to see the solid south lined up as a body of affiliated state associations with the national governing body.

Aside from the organization of new clubs and state associations, there are also decided evidences of growth among the majority of the 250 clubs now affiliated with the A. A. A.

Motor enthusiasts of southern California are much interested in the news that entries have been received in the east from Robertson, De Palma, Lescaulet and Bragg and the tentative entry of Hearne last week for the opening of the mile circular board track at Los Angeles soon. The track is nearing completion and will be the only one of its kind in the country.

George Robertson will drive a Simplex and also the big Christie car, and the champion of the track is expected to give Ralph De Palma, the track champion, a warm time on the board saucer. Frank Lescaulet left yesterday, while Caleb S. Bragg, the amateur, after witnessing the De Palma-Oldfield match Tuesday at Daytona, Fla., will make a flying trip to the coast with De Palma. Bragg has already shipped his ninety-horsepower Fiat, with which he expects to set up a number of new amateur world's records.

Ralph De Palma had a physical examination last week at Daytona and aside from his thigh, which was broken last fall and which is not thoroughly well, the physician pronounced him in excellent condition.

Announcement was made in Boston last night of the formation of the Boston Association of Licensed Automobile Dealers, a Massachusetts corporation having for its purpose the advancement of the interests of those who handle cars licensed under the Selden patent, which is recognized by almost eighty of the prominent automobile manufacturers of this country as the pioneer patent covering the modern gasoline automobile.

Robert Callahan, Jr., has purchased an American Simplex touring car of seven-passenger capacity and fully equipped. The car is four cylinder, two cycle and is rated at fifty horsepower. It is the sixth of its kind now in use in this city. The car was delivered during the past week.

Carl H. Au has placed his order for a 1910 Speedwell touring car, with full equipment, with the Newbold-Speedwell Company, for delivery in April. The car is of the seven-passenger type, four cylinder and rated at fifty horsepower. The color will be blue, with straw running gear.

Thomas Powell of the eastern shore left Washington early Thursday morning in a new 1910 Reo four-cylinder touring car

for home. He drove the car over the pike to Baltimore, from which point the car was taken by boat the remainder of the journey.

Maj. J. K. Thompson is the latest purchaser of a model T. Ford touring car of five-passenger capacity, with full equipment.

Frank E. Altenuus has received his new Cadillac "30" touring car, which he recently ordered. It is of the demitonneau type and is fully equipped.

Charles W. Terry, who is confined to his home with a severe attack of the grip, is reported to be improving. It will, however, be several days before he will be able to attend to business.

Levi Woodbury is among those who purchased Cadillac "30" touring cars last week. A five-passenger car was delivered to him a few days ago.

A. B. Renner of New Midway, Md.,

and construction. This motor will supply the present 35-horsepower plant of the Washington car, and will sell at the same price as the present one.

A. H. Collins of the newly organized Bennett-Collins Automobile Company is spending a few days in Philadelphia in connection with the new firm.

Dr. Frank Leech has ordered a 1910 Kline Kar roadster, finished in blue, to be delivered April 1. The car will be four-cylinder and rated at 24-30 horsepower.

J. I. McCallum is the latest purchaser of a Pullman car. It is of the roadster type and rated at 35 horsepower.

Charles E. Myers, local agent for the Elmore car, has purchased a lot on L street northwest between 14th and 15th streets, on which he contemplates erecting a building and display salesroom.

B. L. Neeley is the latest purchaser of a Washington car. This car is fitted with a touring car body, finished in dark red and fully equipped in every respect.

W. C. Yates has received his Washington tourabout car, which is fully equipped, and is spending his spare time on near trips in and about the city. It is evident that he will be one of Washington's leading motorists with the coming of good weather.

According to an interview with Engineer Crosby of Maryland, it will cost approximately \$200,000 to complete the boulevard between Baltimore and Washington. If this amount was appropriated at once the work could be completed within one year. Nineteen of the thirty miles of the boulevard are completed. The cost has been \$240,000, with one mile and a half added to the nineteen, for a contract has been awarded for this and the money needed to meet the conditions of the contract was up the whole amount of the money set aside by the general assembly. This leaves nine and a half

miles for which contracts are to be awarded.

That these miles should cost so much—approximately \$20,000 for each—is not due so much to the unusual cost of road-building as to the fact that two expensive bridges must be built, the road relocated in two instances and railroad grade crossings abolished. In order to make the road the kind desired—a real boulevard—these railroad grade crossings must be abolished.

Of the uncompleted road one-half mile is at College Park and another half mile at Bladensburg, both in Prince George's county. It is these two stretches of road that the bridge work is necessary. Between Contee and Beltsville is a stretch of four miles which the Baltimore and Ohio railroad crosses. Engineer Crosby has relocated the road west of the railroad track. Rights of way have not been readily secured in every instance and the work of securing a new route has been attended with some expense.

In National Electric Supply Company, 1330 New York avenue northwest, Maxwell runabout.

Ella G. Gillett, 1614 20th street northwest, Cadillac "30".

James G. McKay, the Oakland, Overland runabout.

Thomas F. Brown, 617 4th street southwest, Maxwell runabout.

Salvator Dimisio, 1000 25th street northwest, St. Lorraine touring car.

Charles W. Fairfax, 1342 New York avenue northwest, Cadillac "30".

James Strayer, 134 New York avenue northwest, Cadillac "30".

Auto Livery Company, 212 12th street northwest, Alco.

Federal Taxicab Company, 212 12th street northwest, Alco.

M. Cassidy, 911 New York avenue northwest, Autocar.

Elliot Taxicab Company, 1733 I street northwest, Hupmobile.

W. L. Radcliffe, Raleigh Hotel, Oldsmobile.

R. N. Smith, 610 F street northwest, Maxwell.

Bennett-Collins Company, Metropolitan Bank building, Stuyvesant-Chicago.

Horton Jennings, 2221 Massachusetts avenue northwest, Cadillac "30".

T. B. Cochran, 722 King street, Alexander, Va., Overland.

Robert Callahan, Jr., the Kenesaw, American-Simplex.

George H. Davis, 11th and G, Packard.

W. C. Thacher, 2801 18th street northwest, Reo.

General House Repair Company, 2013 14th street northwest, Cadillac truck.

Levi Woodbury, 11 Iowa circle, Cadillac "30".

Annie W. Burr, 1844 Columbia road, Winton.

Alexander Brunton, 1387 H street northwest, Autocar.

John F. Dryden, 1589 18th street northwest, Packard.

John H. Hammond, 1500 Rhode Island avenue northwest, Mercedes.

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W. M. Hannoy, 532 3d street northwest, Johnson car.

Horace Wylie, 1203 Thomas circle, Franklin.

Dr. J. E. Smith, 631 Pennsylvania avenue northwest, Hupmobile.

Margaret Woodward, 2015 Wyoming avenue, Baker.

E. V. Dunston has placed an order for a Cadillac "30" demitonneau touring car, to be delivered May 1.

E. H. Johansen, local representative of the Hartford Rubber Company, leaves today for a week's trip through Virginia. He will make his headquarters at Norfolk.

Edward Mullin has placed his order for a 1910 E-M-F "30" touring car, with the necessary equipment for touring.

Herbert Lytle has joined the racing team of the American Motor Car Company of Indianapolis, and will drive an American racing car in the events of the coming season.

The Carter Motor Car Corporation, after extensive tests, has adopted a long-stroke motor of 40 horsepower, having a bore of 4 1/4 inches and a stroke of 5 1/4 inches. This motor is a duplicate of the famous Lancia car in design

and construction. This motor will supply the present 35-horsepower plant of the Washington car, and will sell at the same price as the present one.

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